

# Project Overview

The MBTA and City of Boston are partnering on the

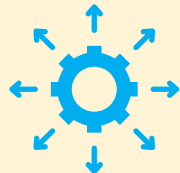
## Blue Hill Avenue Transportation Action Plan

Together, we are redesigning the street between **Warren St (Grove Hall)** and **River St (Mattapan Sq)**. This redesign will include center running bus lanes to improve transit travel and reliability, significant pedestrian safety improvements, and new trees and public realm benefits to create a safer and more vibrant corridor.

### Project Goals



Improve pedestrian safety



Expand transportation options and reliability



Connect infrastructure investments

### Project Features



Center-running bus lanes with raised platforms



Reconstructed roadway and sidewalks



Upgraded traffic signals



Improved pedestrian safety features



Enhanced street lighting



New and enhanced bus shelters



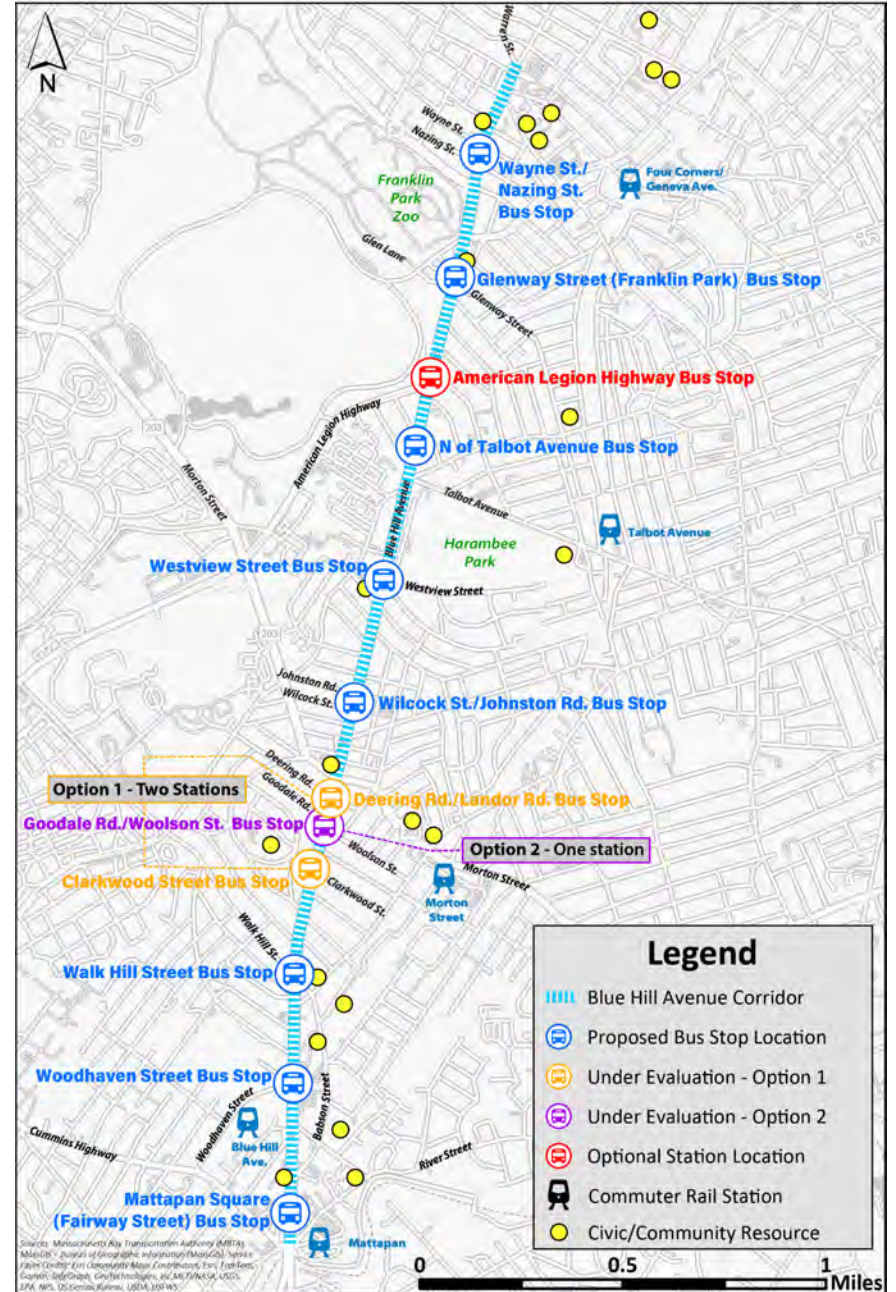
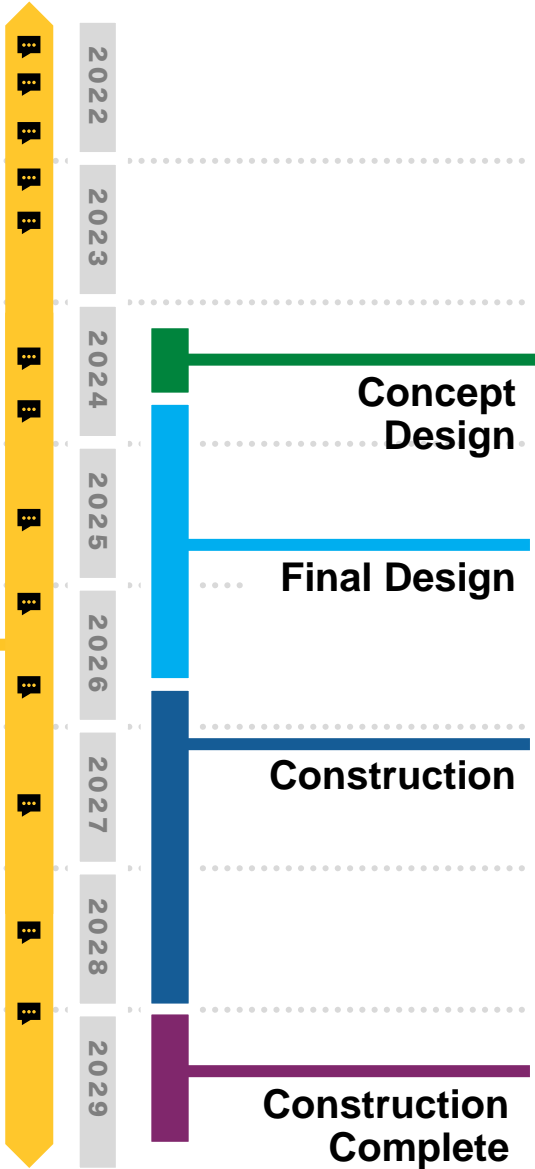
New trees and other green infrastructure

# Timeline and Map

## Timeline

Engagement Milestones

Ongoing Community Engagement



# Public Engagement To-Date

## Results



Community members reached through passive & direct outreach



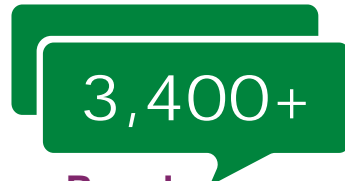
Recorded comments



Local & State agencies



Years of continuous engagement



People directly engaged



## Engagement Types



Targeted Surveys & Data Collection



Workshops & Meetings



Real Talk Focus Groups



In-Person Community Events



Media Campaigns



# What We've Heard

"You know some of us don't have cars & public transit is the only option."

*October 2022 virtual public meeting, zoom chat, bus/train rider*

"I'd like to see more street lights all along the street, especially at the bus stops."

*Mattapan Library Drop-ins (Centralized Feedback Tracker), Mattapan resident*

"But my gosh, Blue Hill Ave is one of the worst streets all have [sic] that I've ever seen. I try to avoid it as much as I can. Sometimes I go the longer route just to avoid it because of the traffic, the noise, the just unruliness sometimes."

*Real Talk Participant*

"And I wake up and I got to wait 30 minutes for the bus and I'm just like, 'Yeah, I don't know. I don't think I want to go to school.'"

*Youth Real Talk participant*

"We need more trees along Blue Hill Ave. I've lived in Mattapan for over 30 years."

*Mattapan Library Drop-ins (Centralized Feedback Tracker), Mattapan resident*

"Blue Hill Ave is not a highway and should not look like one or feel like one, but it does."

*BHA Inbox (Centralized Feedback Tracker) Dorchester resident*

"I think the infrastructure's important for morale to give people dignity and something to be proud of and something to defend. And I think things like trees, and plants, and flowers will also improve people's emotional being."

*Real Talk Participant*

"I stopped taking the bus to work at Children's Hospital because it would take me 2 hours. In a car, it could be 20 minutes."

*October 2022 virtual public meeting, zoom chat, bus/train rider*

# Transit Needs & Priority Benefits

## Needs



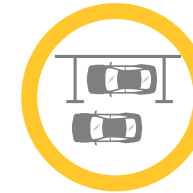
Over 40,000 riders on routes that travel along Blue Hill Avenue



Over 3,000 person-hours per weekday lost for bus riders due to traffic and delays



Black bus riders spend 64 more hours per year on MBTA compared to white passengers\*



Double parking frequently blocks bus from reaching curb

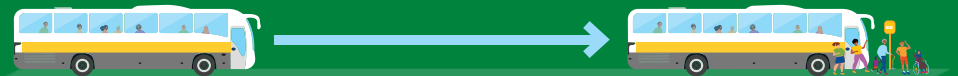
*\*Source: LivableStreets Alliance / MAPC*

## Benefits



Transit priority investments improve reliability

Increased frequency, more bus trips, and less wait time between trips



Improved travel time



I don't have to transfer buses!

New one-seat rides from Blue Hill Ave to the LMA, Fenway, and Kenmore Square

# Center Running Bus Lanes

Center running bus lanes operate in the middle of a roadway in dedicated space away from general purpose travel lanes.



## Key Highlights



Improves speed and reliability for transit riders



Accommodates higher volumes and frequencies of buses



Improves safety by reducing conflicts between buses and other travel modes



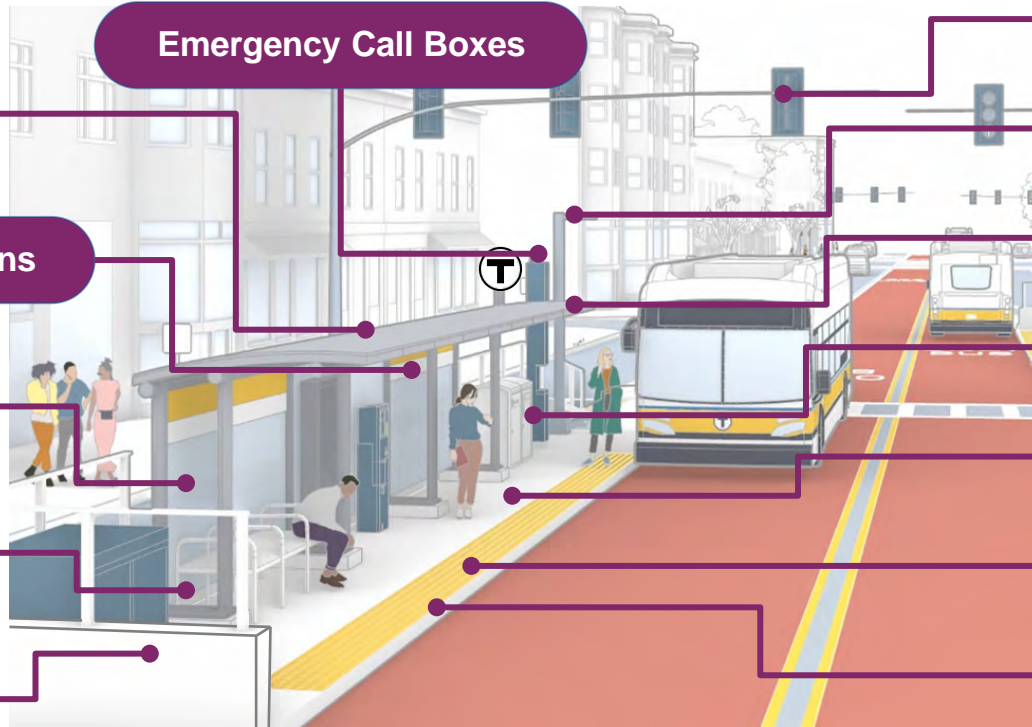
Enhances curbside access



Increases number of signalized crossings

# Center Running Bus Platforms

## Station Design



Emergency Call Boxes

Enhanced Canopy

Real Time Arrival Screens

Weather Protection

Passenger Seating

Crash Protection

Transit Signal Priority

Enhanced Lighting

Security Cameras

Trash Receptacles

ADA Loading Zones

Tactile Warning Strip

Near-Level Boarding

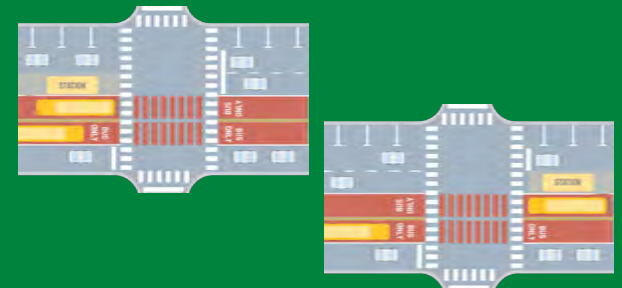
## Station Location Considerations



Station Spacing



Proximity to Community Connections



Platform Far-Side or Near-Side

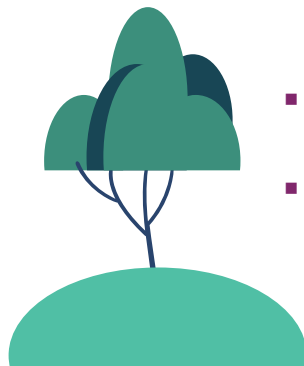
# Green Infrastructure

We are committed to making every effort to preserve healthy, mature trees along Blue Hill Avenue in our design. We are also committed to expanding the overall tree canopy on Blue Hill Avenue.



## Needs

- Medians with mature trees in areas south of Harambee Park and near Grove Hall will be retained



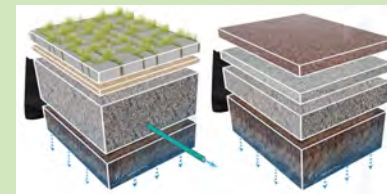
- Fill empty tree pits throughout the corridor
- Expand tree canopy

## Green Infrastructure Tool Kit

The City and MBTA will identify opportunities to implement green infrastructure along Blue Hill Avenue.



Rain Gardens



Porous Paving Materials

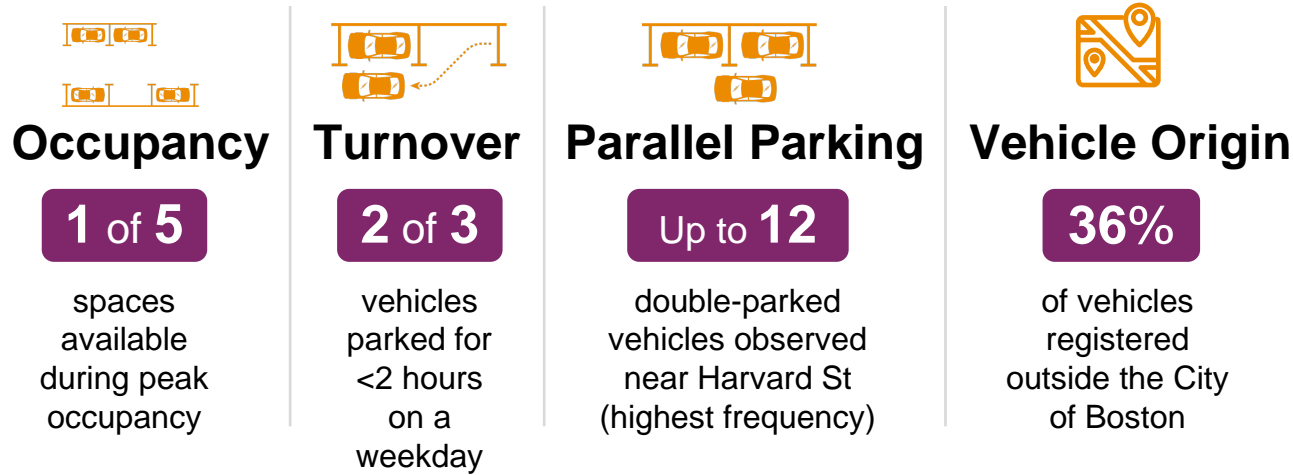


ROW Bioswale



# Curbside Management

## Parking Analysis Summary

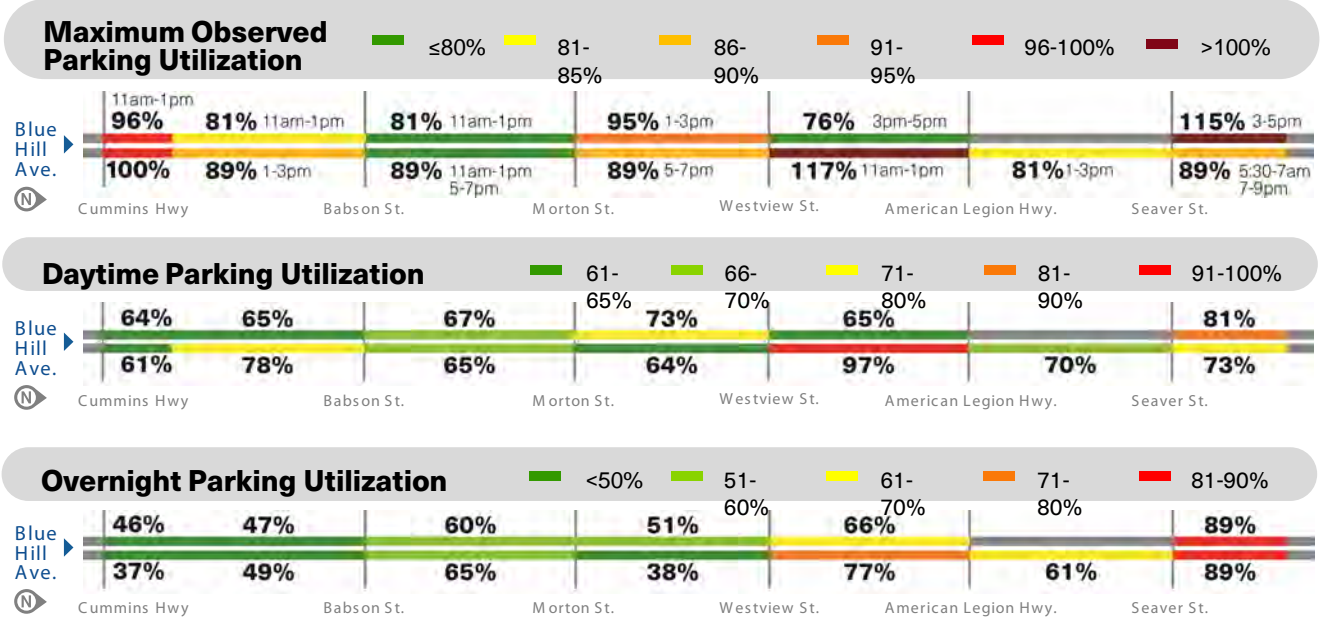


## Curbside Change Toolkit

### Pick Up/Drop Off Zones



## Parking Space Utilization on Blue Hill Avenue



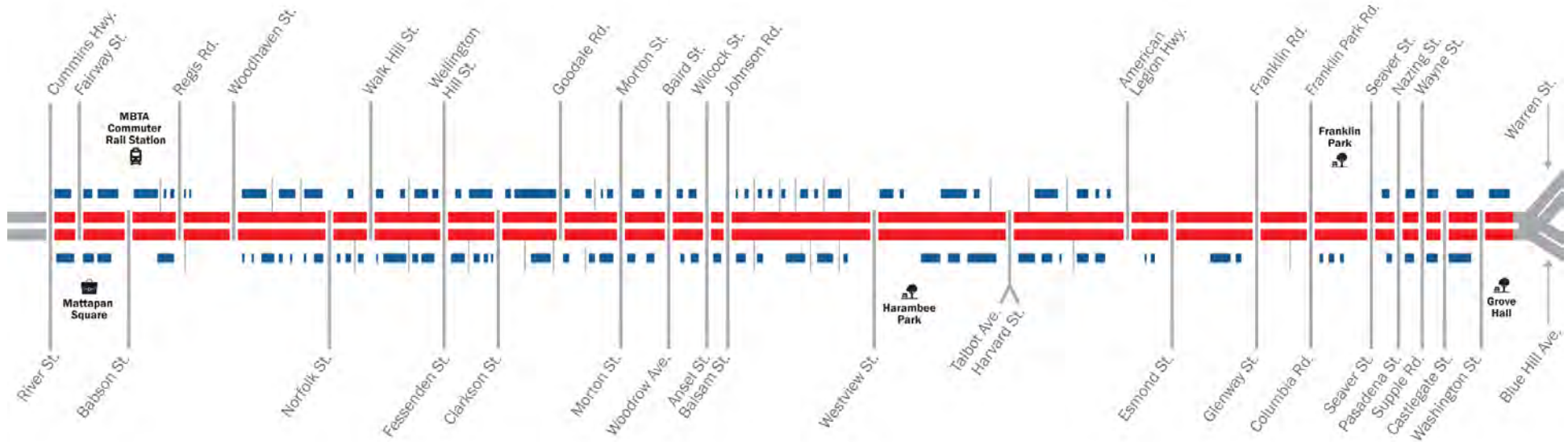
### Longer Term Parking



# Curbside Management

## Proposed Parking Locations on Corridor

 Street Parking



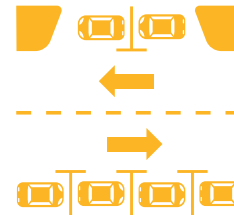
## Summary of Parking Changes



Over 90% of parking spaces will be retained on the corridor



Net Increase in legal parking spaces that meet safety standards



Curb regulations updated to better match businesses, community centers, and other popular destinations along the street

# Pedestrian Safety Toolkit



**Daylighting Intersections**



**Improved Crosswalks**



**Shorter Crossings**



**Pedestrian Crossing Refuges**



**Tactile Warning Strip**



**Improved Accessibility**



**Repaired Sidewalks**



**Increased Shade**



**Walkability**

# Short-Term Improvements

The City of Boston is making a series of short-term improvements to improve safety, accessibility, and resiliency on Blue Hill Avenue.



**Refreshing crosswalks and pavement markings**



**Repaving damaged sections of roadway**



**Pothole maintenance**



**Sidewalk repairs**



**Reinstalling the RISE Gateway statue**



**Installing speed humps on neighborhood streets**



**Installing bus-shelter green roofs**



**Improving street lighting**



**Increased crossing times for pedestrians to reduce conflicts with vehicles**

# Project Features

- 1 3.1 miles of center running lanes
- 2 9 to 11 pairs of bus boarding platforms
- 3 Over 90% of parking spaces retained on the corridor
- 4 14+ new or improved crosswalks
- 5 2.25 miles of protected bike lanes
- 6 120,000+ square feet of greenery (equal to 25+ basketball courts)
- 7 100,000+ square feet of additional sidewalk (equal to 20+ basketball courts)
- 8 At least 150 new trees



9 Traffic calming features on neighborhood streets

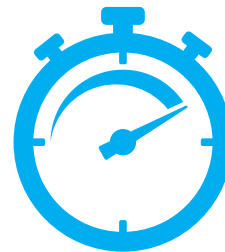
10 New signalized left turn/U-turn lanes along corridor

# Bus Service Benefits

## The Blue Hill Avenue Transportation Action Plan improves bus service on the corridor:



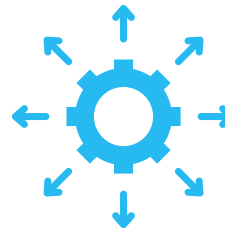
Results in a bus travel time savings of 10-15 minutes during peak hours\*



Provides a more reliable service, resulting in better on time performance and predictable travel times



Serves 40,000 people on the corridor



Supports MBTA's Better Bus Project service increase along Blue Hill Avenue, resulting in new high-frequency, one-seat bus rides connecting Blue Hill Ave with the Longwood Medical Area, Fenway, and Kenmore Square.



Improved accessibility and greater rider comfort at platforms

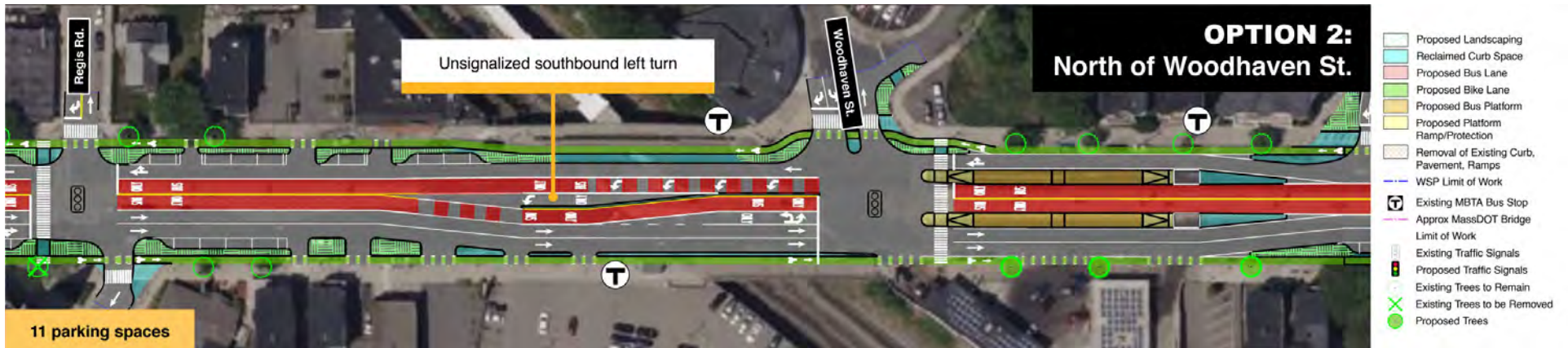
\*Based on full corridor length of approximately 3 miles.

# Regis Rd to Almont St Options



## Key Considerations

- Reduces crossing distances on side streets
- Improved connections to Fairmount Line
- Provides new left turn to Fremont St
- Closes unsignalized southbound U-turn/left turn near Jubilee Christian Church



## Key Considerations

- No new signalized crossings
- Reduces crossing distances on side streets
- Longer walk to Fairmount Line

# Clarkwood St to Morton St Options



## Key Considerations

- Shorter walk to platforms
- More options to avoid uphill walks
- Slower bus travel times due to additional stops
- Includes two new signaled pedestrian crossings



## Key Considerations

- Further uphill walk to reach platform
- Faster bus travel times due to fewer stops, but longer walk for transfers to Route 21
- Includes one new, midblock signaled pedestrian crossing



# Talbot Ave to Wales St Options

## OPTION 1: No Station



### Key Considerations

- Two new signalized pedestrian crossings
- Shorter crosswalks on side streets
- Faster bus travel times due to fewer stops
- Includes southbound left turn/U-turn at American Legion for local access
- Further uphill walk to reach platform

## OPTION 2: American Legion Hwy. Station

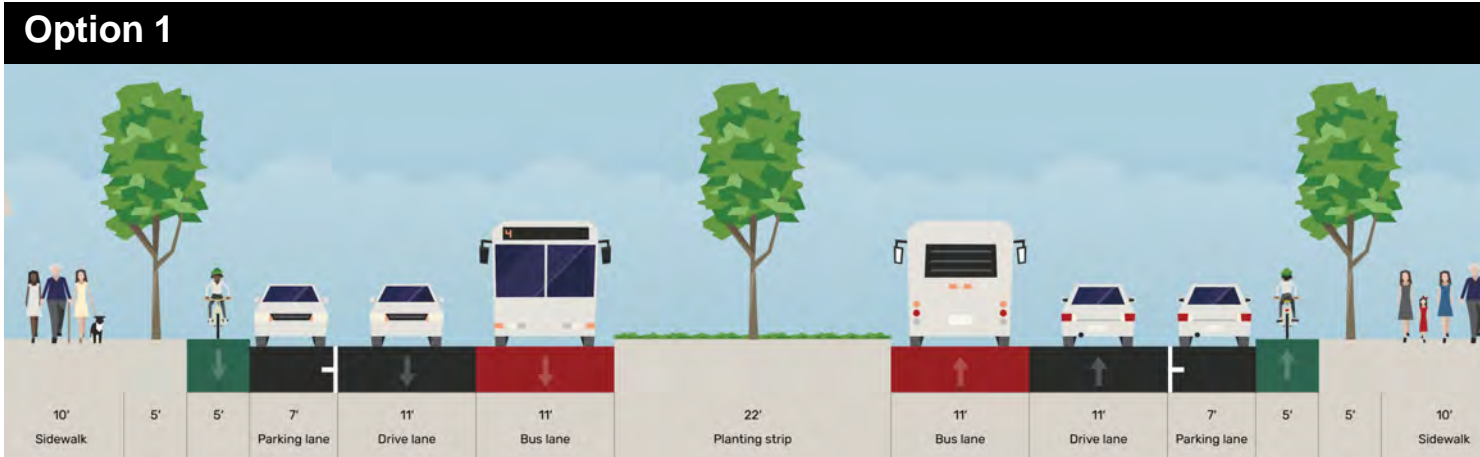


### Key Considerations

- Two new signalized pedestrian crossings
- Shorter crosswalks on side streets
- Slower bus travel times due to additional stops
- No southbound left turn/U-turn at American Legion
- Shorter uphill walk to platforms

# Balsam St to Westview St Options

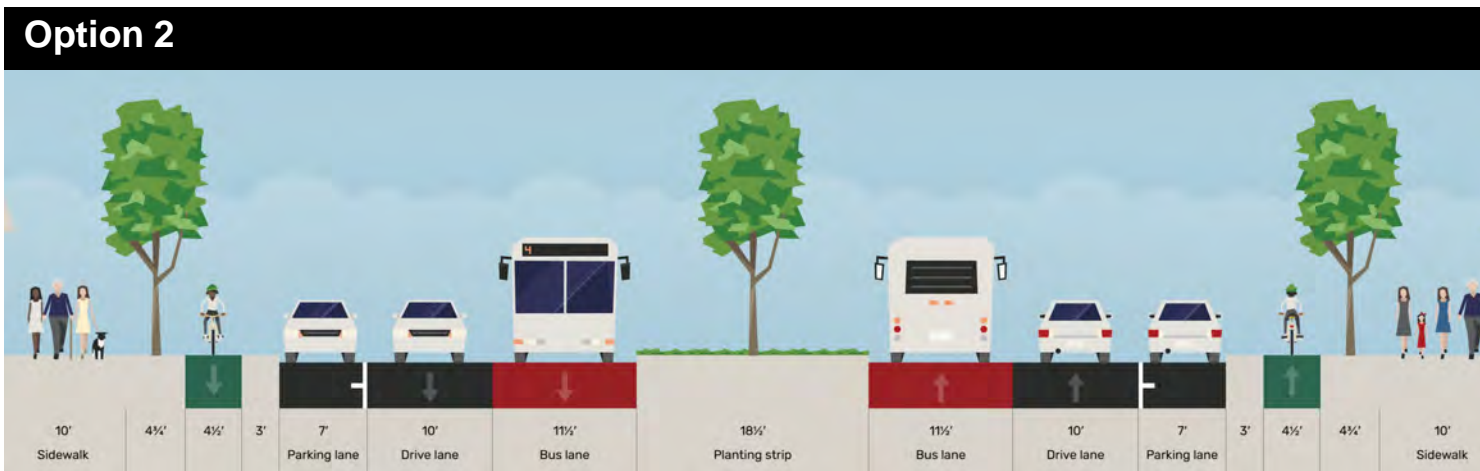
## Option 1



### Key Considerations

- Maintains 38 existing median and 26 curbside trees
- Maintains existing curb lines
- Includes unprotected bike lane

## Option 2








### Key Considerations

- Maintains 38 existing median and 26 curbside trees
- Reduces median and rebuilds outer curb lines
- Includes protected bike lane

# Share Your Feedback

Based on meetings in the community, the MBTA and City of Boston have developed a number of project goals. **Please let us know to what degree the draft concept design for the whole corridor meets these goals.**

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
 <p>Expands the tree canopy and green infrastructure</p>	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
 <p>Improves the public realm</p>	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
 <p>Improves pedestrian safety</p>	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
 <p>Improves public transit</p>	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
 <p>Maintains parking</p>	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE

# Help Us Shape the Project

Public comments provided during the development of the Blue Hill Avenue Transportation Action Plan helped shape the overall vision for Blue Hill Avenue. **The Blue Hill Avenue Multimodal Corridor Project will build upon prior public feedback to develop a project that aligns with action plan goals, values, and recommendations.**

Share  
Your Ideas:

 [www.mbta.com/bluehillave](http://www.mbta.com/bluehillave)



Scan the QR code  
to visit our website!

## How Can I Participate in the Project?



### Share your ideas

Provide comments tonight or submit online.



### Contact us

Reach out with questions or comments about the project:  
[betterbusproject@mbta.com](mailto:betterbusproject@mbta.com)  
[bluehillave@boston.gov](mailto:bluehillave@boston.gov)



### Learn more

Visit the project webpage to stay informed on the latest and greatest project information.



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### Attend a future event

Visit the project webpage to view upcoming participation opportunities.